

What is claimed is:

1. A method of assisting in the design of a vehicular suspension to generate a simulation model for a suspension using a CAD system, comprising the steps of:

indicating a suspension to be designed;

opening a specification value entering window for entering specification values inherent in the indicated suspension;

entering specification values at definition points inherent in the indicated suspension in said specification value entering window; and

generating a simulation model based on the specification values at the definition points.
2. The method of assisting in the design of a vehicular suspension according to claim 1, further comprising the steps of:

opening a first analytic window for displaying a first analytic model of the selected suspension and definition points thereof;

opening a second analytic window for displaying a second analytic model of the selected suspension and definition points thereof; and

entering specification values on at least one of said first analytic model and said second analytic model.
3. The method of assisting in the design of a vehicular suspension according to claim 1, further comprising the step of reflecting the entered definition points in the other

windows when the definition points are entered in either one of said specification value entering window, said first analytic window, and said second analytic window.

4. The method of assisting in the design of a vehicular suspension according to claim 2, further comprising the step of reflecting the entered definition points in the other windows when the definition points are entered in either one of said specification value entering window, said first analytic window, and said second analytic window.

5. The method of assisting in the design of a vehicular suspension according to claim 1, wherein the step of indicating further comprises the step of indicating the drive system of a vehicle to which the suspension is applied.

6. The method of assisting in the design of a vehicular suspension according to claim 5, wherein said step of opening further comprises the steps of:

entering three-dimensional coordinates as specification values at predetermined definition points of a three-dimensional model; and

entering the lengths and angles of mechanisms of the selected suspension as specification values.

7. The method of assisting in the design of a vehicular suspension according to claim 2, wherein said step of opening the first analytic window further comprises the steps of:

opening an interference analytic model; and

analyzing whether there is an interference between various parts of the selected suspension.

8. The method of assisting in the design of a vehicular suspension according to claim 7, wherein said step of opening the second analytic window further comprises the steps of:

opening a dynamic characteristic analytic model; and

displaying compression and expansion strokes of front and rear wheels, and strokes of the front and rear wheels when the vehicle is occupied by passengers and not occupied by passengers.

9. An apparatus for assisting in the design of a vehicular suspension to generate a simulation model for a suspension using a CAD system, comprising:

means for indicating a suspension to be designed;

means for opening a specification value entering window for entering specification values inherent in the indicated suspension;

means for entering specification values at definition points inherent in the indicated suspension in said specification value entering window; and

means for generating a simulation model based on the specification values at the definition points.

10. The apparatus for assisting in the design of a vehicular suspension according to claim 9, further comprising:

means for opening a first analytic window for displaying a first analytic model of the selected suspension and definition points thereof;

means for opening a second analytic window for displaying a second analytic model of the selected suspension and definition points thereof; and

means for entering specification values on at least one of said first analytic model and said second analytic model.

11. The apparatus for assisting in the design of a vehicular suspension according to claim 9, further comprising means for reflecting the entered definition points in the other windows when the definition points are entered in either one of said specification value entering window, said first analytic window, and said second analytic window.

12. The apparatus for assisting in the design of a vehicular suspension according to claim 10, further comprising means for reflecting the entered definition points in the other windows when the definition points are entered in either one of said specification value entering window, said first analytic window, and said second analytic window.

13. The apparatus for assisting in the design of a vehicular suspension according to claim 9, wherein said means for indicating further comprises means for indicating the drive system of a vehicle to which the suspension is applied.

14. The apparatus for assisting in the design of a vehicular suspension according to claim 13, wherein said means for opening further comprises:

means for entering three-dimensional coordinates as specification values at predetermined definition points of a three-dimensional model; and

means for entering the lengths and angles of mechanisms of the selected suspension as specification values.

15. The apparatus for assisting in the design of a vehicular suspension according to claim 10, wherein said means for opening the first analytic window further comprises:

means for opening an interference analytic model; and

means for analyzing whether there is an interference between various parts of the selected suspension.

16. The apparatus for assisting in the design of a vehicular suspension according to claim 5, wherein said means for opening the second analytic window further comprises:

means for opening a dynamic characteristic analytic model; and

means for displaying compression and expansion strokes of front and rear wheels, and strokes of the front and rear wheels when the vehicle is occupied by passengers and not occupied by passengers.